gentle reminder (:)

Millbank, Robin

From: william Penney <patrickpenney53@gmail.com>
Sent: Saturday, February 19, 2022 4:31 PM
To: Bernier, Robert P
Subject: [EXTERNAL] Callme please

Caution:This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments. The Original Sender of this email is patrickpenney53@gmail.com

Before Easter
822 3836

OPP Staffing (Sunday, 27 FEB)

Location	Requirements/Office Details	Number of Vehicles
Queen / Bank *Bank has two-way traffic north and south*	• Check north bound traffic on Bank • If not meeting access requirements turn around or send east or west on Queen • Communicate with check points either side regarding vehicles being sent their way to be sent out of area	REDACTED
Queen / O'Connor *O'Connor is a one way south*	• Check north bound traffic on O'Connor (should not happen as it is a one way south) • If not meeting access requirements send east or west on Queen • Communicate with check points either side regarding vehicles being sent their way to be sent out of area	
Queen / Metcalfe *Metcalfe is a one way north*	• Check vehicles travelling north on Metcalfe • If not meeting access requirements turn around or send east or west on Queen • Communicate with check points either side regarding vehicles being sent their way to be sent out of area	
[illegible]	• [illegible] • [illegible] • [illegible]	
REDACTED		

Location	Requirements/Office Details	REDACTED
Roving Patrols - West	Roving Patrol in newly opened areas (primarily bounded by): • West – Bronson St. • North – Wellington St. • East – Kent St. • South – Laurier St	
[illegible]	[illegible] • [illegible] • [illegible] • [illegible] • [illegible]	
REDACTED		

Traffic Point (Day Shift - Sunday, 27 FEB)

Location	Requirements/Office Details
Queen / Bank *Bank has two-way traffic north and south*	• Check north bound traffic on Bank • If not meeting access requirements turn around or send east or west on Queen • Communicate with check points either side regarding vehicles being sent their way to be sent out of area
Queen / O'Connor *O'Connor is a one way south*	• Check north bound traffic on O'Connor (should not happen as it is a one way south) • If not meeting access requirements send east or west on Queen • Communicate with check points either side regarding vehicles being sent their way to be sent out of area
Queen / Metcalfe *Metcalfe is a one way north*	• Check vehicles travelling north on Metcalfe • If not meeting access requirements turn around or send east or west on Queen • Communicate with check points either side regarding vehicles being sent their way to be sent out of area
Wellington / Kent	• Check vehicles attempting entry into Wellington St.
Wellington / Elgin	• Check vehicles attempting entry into Wellington St.
Wellington / Lyon	• Added overnight 26/27 Feb

REDACTED

REDACTED

Location	Requirements/Office Details
Roving Patrols - West	Roving Patrol in newly opened areas (primarily bounded by): • West – Bronson St. • North – Wellington St. • East – Kent St. • South – Laurier St
Roving Patrols - East	Roving Patrol in newly opened areas (primarily bounded by): • West – Elgin St. • North – Rideau St. (incl. Mackenzie & Sussex) • East – Nicholas St. • South – Laurier St.

REDACTED

Ottawa Convoy for Freedom Demonstration

Integrated Phased Approached
(Stabilization, Action, Maintenance, Demobilization)

Date: Friday, February 15th till TBD

Time & Management Tracking: Refer to your own Police Service.

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Ottawa Convoy for Freedom Demonstration

Integrated Phased Approach

Friday, February 18th till TBD

Integrated Phased Approach Approval

Draft

PLAN WRITTEN BY: Integrated Planning Cell (TPS, OPS, OPP)

DOCUMENT VERSION: 2022.02.21

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Background

On January 15th, 2022 the Federal government began requiring all truckers crossing the border from the United States into Canada to be vaccinated.

As of January 23rd, 2022 all non-Americans entering the United States at a land border must be fully vaccinated against COVID-19.

As a result, *On Friday January 28th, 2022, a small convoy of vehicles including transport trucks with trailers arrived in Ottawa and took up position on Wellington Street in front of Parliament Hill.*

On February 7, 2022, Justice McLean of the Ontario Superior Court of Justice granted a temporary injunction restraining any person, who has notice of the court order, from using air horns or train horns, other than those on a motor vehicle of a municipal fire department. This order applies to the downtown core in the City of Ottawa which is defined as any streets north of Highway 417 (Queensway). The injunction has been granted for a period of 10 days (i.e. until end of day February 17, 2022) and will be enforced by the Ottawa Police Service and its partners effective immediately. [1]

A state of Emergency was declared on February 6th, 2022 by Mayor Jim Watson due to the ongoing demonstration.

On the 14th February the Federal government enacted the Emergencies Act (EA) to address ongoing protests and blockades within Ottawa and other locations within Canada. The Emergencies Act, which became law in 1988, is a federal law that is used by the federal government in the event of a national emergency.

The Emergencies Act was invoked to grant temporary additional and necessary powers to the federal government when provincial, territorial and federal tools are no longer sufficient to deal effectively with the serious issues being faced. The Order and Regulations are attached as an appendix.

On the 14th February the City of Ottawa received an injunction issued by the Ontario Superior Court of Justice which outlines additional restrictions on occupiers in the City of Ottawa. [2]

As a result, delivery of information, education and enforcement response was lead by the Police Liaison Teams (PLTs).
The subsequent response was based on a negotiation approach with the primary objective of voluntary dispersal from the participants who continue to protest and occupy a number of areas within the downtown core of Ottawa.

On Wednesday, February 16th, 2022, a media release provided "a further notice to Demonstrators" stating the following:

> *The Ottawa Police Service wants to inform you that under provincial and federal legislation, you will face severe penalties if you do not cease further unlawful activity and remove your vehicle and/or property immediately from all unlawful protest sites.*

---

[1] Ottawa Police Service – Briefing Power Point, pg. 11
[2] Ottawa Trucker Demo, Returning the City to Normalcy, Phase 2- Operational Plan, pg. 1 & 2

- *You may be arrested and charged with criminal offences including but not limited to mischief, and potentially charged with a variety of other non-criminal offences.*
- *Your vehicle and property may be seized or removed.*
- *Your driver's licence may be suspended or cancelled.*
- *CVOR (Commercial Vehicle Operator's Registration) certificates may be suspended or cancelled.*
- *Your personal or business bank accounts, including virtual currency, may be subject to examination and restriction.*
- *If you bring a minor (a person under 18) with you to an unlawful protest site, you may be charged and fined up to $5000 and/or potentially spend up to five years in prison.*
- *Those who are delivering fuel and other supplies to those taking part in the unlawful demonstration can be charged.*
- *Persons traveling to any other unlawful protest sites to participate in or support the unlawful demonstration can be charged.*
- *Be aware that legislation now prohibits interference with any critical infrastructure including 400-series highways, railways, airports and international border crossings.*[3]

1.0 Situation

On Friday, February 18th, using an integrated response, the Ottawa Police and policing partners will keep the peace, enforce legislation, and maintain public safety for the duration of the Ottawa Truck Demonstration, with the utmost respect to the individuals Charter of Rights and Freedoms with priority on community and emergency services personnel safety and wellbeing.[4]

Under the Emergencies Act, the Unified Command in control of the policing has established a secured area to ensure individuals comply with the Emergency Measures Regulations and to protect designated critical infrastructures such as the Parliament, Government buildings etc.

The integrated unified response will be intelligence led, and is designed to be flexible and scalable in size to ensure a balanced proportional response to the events taking place. Throughout the duration of this event, Ottawa Police Service (OPS), Ontario Provincial Police (OPP) & Royal Canadian Mounted Police (RCMP) will remain part of the deployment with the assistance of identified police agencies.

The deployment plan is designed as a guide only. Responsibility for actual deployment of accumulated resources rests within the UCT. A designated Staffing Planning Cell has been developed and shall continue to maintain all staffing requests and requirements:

i. **A response model has been developed with the intent to adapt based on the fluidity of these events as follows:**
   - **Phase 1- Stabilization** involves the activation of staffing and resources;

[3] Open Source https://www.ottawapolice.ca/Modules/News/index.aspx?page=2&newsId=1bc1b5ab-51e3-4860-8937-b181d4475989

[4] Ottawa Trucker Demo, Returning the City to Normalcy, Phase 2- Operational Plan, pg. 2

- **Phase 2- Action Plan** involves the removal of occupiers, vehicles and debris from the affected area;
- **Phase 3- Maintenance Plan** is the maintenance phase which involves a controlled reduction of heightened policing presence in the core with the objective of returning to normalcy.
- **Phase 4- Demobilization Plan** will be responsible for re-establishing regular operations. This may include an increase in the number of regular patrol officers assigned to this area for the foreseeable future.

ii. **These phases are matrix based and shall be activated by the Unified Command Team.**

Immediate Action Plan – Hwy Blockade (OPP Responsibility)
If members observe an imminent highway blockade and form reasonable grounds an offence is about to be committed, officers will intervene to prevent a blockade if it is safe to do so. If unable to prevent, members will isolate contain and control the area and engage PLT and ERT immediately.

2.0 Mission

The mission statement remains the same. Using an integrated response, the Ottawa Police and policing partners will keep the peace, enforce legislation, and maintain public safety for the duration of the Ottawa Truck Demonstration, with the utmost respect to the individuals Charter of Rights and Freedoms with priority on community and emergency services personnel safety & wellbeing.

2.1 Strategic Objectives

Phase 1: Stabilization Plan

i. Maintain the peace and continue peaceful stakeholder engagements utilizing the Provincial Liaison Team Framework and Strategy, with an aim to encourage protestors to leave the area;
ii. Rapidly escalating the key messaging, media/social media messaging, and officer briefing materials to:
    - Educate and instruct all persons attending the Ottawa Protest that their presence is unlawful and they are breaking the law by continuing their presence.
    - Make note of all lawful authorities available to police and potential outcomes of continued noncompliance (e.g. Emergency Act, Provincial Statutes, and bylaws, etc.)
iii. Review the security baseline resource requirements for all protest related sites/locations, including ensuring the integrity of the continuity of government, roads/highways, and other critical infrastructure protection requirements;
iv. Increase the level of coordination with all partner agencies, establish a unified command model and determine *Course(s) of Action*, ensuring that the required resources to complete the stated mission are available for the next phase of the operations; and

v. Commence the coordinated rapid mobilization of members/equipment and ensure the logistical supports are developed and resilient enough to support a sustained operation, while ensuring communications interoperability and integrated training.

Phase 2: Action Plan

i. Following an Intelligence lead policing model, utilize an integrated intelligence structure to identify:
   - Potential threats by protestors/vehicles and any heightened risks to the police action elements, local residents, and critical infrastructure; and
   - Priority areas/vehicles/protestors for targeted actions to clear unlawful assembly in the safest approach possible
ii. With a criminal investigative focus, increase the application of enforcement of all available legal mechanisms to increase safety, reduce the level of criminality and discourage continued unlawful activities;
iii. Utilizing an integrated Public Order model, strategically retake the unlawfully held roadways and lands with the support of specialized teams (in prioritized stages), arresting unlawful protestors that will not leave, clearing and making safe all ground/vehicles/structures in stages;
iv. Utilizing fencing, vehicles, other obstacles and natural barriers to fortify the roads and land recovered by police operations and fortifying those areas with an increased police presence, surveillance and area interdiction strategy; and
v. Sustained public messaging and media/social media messaging to update the public on the process of enforcement that includes actions taken, results achieved, and being actively responsive to inquiries (exclusive of tactics).

Phase 3: Maintenance Plan

i. Removal of all garbage, debris, obstacles and obstructions; as well as the removal of graffiti, removal of snow and the inspection of roads and other critical infrastructure prior to reopening;
ii. Regularly reviewing the common operational picture to ensure the rapid reopening of the City of Ottawa in a sustained manner; while maintaining a surge capability for any reoccurrence of road blockades, while continuing to support lawful protest in accordance with the Charter of Rights and Freedoms;
iii. Commence with a 20% surged demobilization and redeployment of specialized teams, with the focus on those sent from outside Ontario, while concurrently redistributing remaining resources to ensure adequate security coverage in the maintenance phase;
iv. Through intelligence lead assessments, begin the tiered reduction of police installed barriers/obstacles back to but not including Wellington Street that may remain under a police closure until the well into the Demobilization Phase, but maintaining the ability to rapidly re-deploy barriers within 4 hours' notice; and
v. Actively encouraging the City of Ottawa through outreach to local businesses and Business Improvement Area (BIA) Association to encourage the reopening of local/impacted business, stores, offices and facilities.

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Phase 4: Demobilization

i. Further demobilization of police resources while maintaining a heightened police presence and surge capacity in downtown core for a visible deterrent and to prevent reoccurrence;
ii. All local businesses, transportation networks, gatherings and activities are encouraged to reopen and resume normal operations under the current COVID-19 restrictions;
iii. Termination of the City of Ottawa Declaration of Emergency; and
iv. Continued criminal investigations and prosecutions.

3.0 Execution

3.1 Overview

A unified Command Team (UCT) has been established and shall operate out of The Royal Canadian Mounted Police (RCMP) Headquarters (HQ). The UCT consists of RCMP, Ontario Provincial Police (OPP) and Ottawa Police Service (OPS).

This guide is intended to provide direction and guidance for all Police Services supporting the response, as well as a framework for the implementation of an Incident Management System during the staffing period. The responsibility for actual deployment of assigned resources remains at the discretion of the Incident Commander. This plan has been developed as a guide only. Continuation of any staffing period beyond the conclusion time(s) identified shall remain the decision of the Incident Commander, in consultation with the Site Commander based on the current situation at that time.

This guide will be executed in conjunction with the master Operational Plan, Integrated Operational Plan, POU Operational Plan and associated plans including Traffic Plan, OPS Detention and Arrest Plan, Investigative Plan and unified Communication plan.

3.2 Phase 1- Stabilization

The Stabilization Phase will be characterized by the immediate rapid deployment provincially from supporting Ontario Police Services through:

- Ontario Provincial Police – Rapid Deployment Plan
- Ontario Association of Chiefs of Police request on behalf of Ottawa Police Service
- Royal Canadian Mounted Police – National Mobilization

Those mobilizations will be centrally coordinated by the Ottawa Police Service through a specialized dedicated Mobilization Team at EventStaffing@ottawapolice.ca. Initial mobilization requests will be fulfill two separate operational periods from 25-22 Feb and another from 23 Feb to 2 Mar, 2022.

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Those mobilizations will include, but not be limited to:

- Belleville Police Service
- Brantford Police Service
- Brockville Police Service
- Cornwall Police Service
- Durham Regional Police
- Halton Regional Police
- Hamilton Police
- Kingston Police Service
- Ontario Provincial Police
- Peel Regional Police
- Royal Canadian Mounted Police
- Smith Falls Police Service
- St. Thomas Police Service
- Stratford Police Service
- Toronto Police Service
- Waterloo Regional Police Service
- York Regional Police

Those members will be utilized to bolster the Ottawa Police Service front line resources in areas such as:

- Traffic Control Points
- Roving Patrols
- Quick Response Teams
- Provincial Liaison Teams
- Specialized Teams

The Stabilization Phase will also involve the use of the rapid National Mobilization of Public Order Teams/Units from, but not limited to:

- Calgary Police Service
- Durham Regional Police Service
- Edmonton Police Service
- Ontario Provincial Police
- Peel Regional Police
- Regina Police Service
- Royal Canadian Mounted Police
    - K Division
    - O Division
    - National Division
- Saskatoon Police Service
- Sudbury
- Sûreté du Québec
- Toronto Police Service
- Vancouver Police Department
- York Regional Police

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In support of extra-provincial policing operations the OPP will further support the OPS by ensuring that all police members from outside of Ontario (with the exclusion of the RCMP) complete applications for Appointment as a Police Officer in Ontario, under the *Interprovincial Policing Act, 2009*, and have processed and approved where necessary buy an authorized OPP Commissioned Officer.

As such those members acknowledge their responsibilities for:

- Conduct and Duties of Police Officers Respecting Investigations by the Special Investigations Unit Regulation
- Equipment and Use of Force Regulation
- Code of Conduct under the General Regulation
- Suspect Apprehension Pursuits Regulation

** Privy Council Order P.C. 2022-106 under the Emergencies Act; section c (iv.) authorizes the Royal Canadian Mounted Police to enforce municipal and provincial laws.*

Refer to the following for further information:
Appendix "A"- Phase 1- Stabilization

- Resource Assessment;
- Zone Maps;
- QRT Roles and Responsibilities

3.3 Phase 2 – Action Plan

PLT'S continue to be utilized daily in attempt to convey our messaging which has actions by the Public Order Response as a result of the non-compliance amongst participants to the refusal to depart the secure area. PLT messaging will phased in conjunction with addition to officer presence, prior to action on should they be required by Public Order.

There are 10 blockades of concern in Ottawa which will be systematically cleared by POU Teams in conjunction with various other policing partners.

POU will be accompanied by tactical, hand off teams for arrest, mobile arrest and processing team, traffic enforcement resources and tow operations. The volume of resources will be dictated by intelligence provided prior to actions being taken.

Uniform Officers have been assigned to ensure public safety is maintained during the execution of this plan.

Members must remain vigilant and cognizant of their surroundings in order to ensure the safety of the public in keeping with the objectives and mission statement of the overall deployment related to this event.

Refer to following for further information:
Appendix "B" - Phase 2- Action Plan:

- Staffing Deployment Model (Friday, February 18 to Sunday, February 20, 2022)
- Sub appendix B2: Secure Area- Traffic Plan & Tow Trucks & Removal Plan
- Sub appendix B3: Summary of Provincial and Federal Emergency Authorities

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- Investigative Overview & Decision Making Tree (Trucks with Sleeper Cabs)
- City & Transportation External Support

3.4 Phase 3 – Maintenance Plan

Transition to the Maintenance Plan will occur under the direction of the Incident Commander in consultation with the Unified Command Team, and will be intelligence led. Before there is any transition from Phase 1 (Operational Period) to second (2), all areas of previous occupation must be clear of occupiers or vehicles. If there of any identified locations of protesters, the plan will remain in Phase 2.

The purpose of this phase is to methodically transition from Phase 1 (Operational Period) to a full demobilization in Phase 3. This phase will focus on maintaining the integrity of areas that have been vacated by occupiers and their equipment. Operations through this phase will include measurable changes to posture as the operation returns the city to normalcy. Each of these changes can be broken down into sub-phases.

Generally however, there are a number of constants that remain within this Phase:

- Intelligence gathering will continue to identify any ongoing or emerging information that can be used to inform the incident commander on any change in posture;
- Monitoring the larger footprint to ensure that there are no new occupation areas established outside the Red Zone (including outlying areas where vehicles have staged (Arnprior, Herb's Trucking)
- OPS PLTs will engage community residents and businesses in an attempt to re-establish lines of trust;
- Criminal Investigations will continue on outstanding files;
- Media Section will work with mainstream media and monitor social media to distribute the appropriate messaging;
- Communicating with persons who wish to continue to demonstrate, discouraging them from continued illegal activities and promoting lawful actions to express their messages
- A minimum of 2 heavy & 3 light Wreckers will remain available to respond to the downtown core to immediately remove any vehicles that try to re-establish themselves along any route.

The following sub-phases are identified to allow for a graduated transition towards the demobilization phase. These are considerations only and the Incident Commander can adjust accordingly.

3.4.1 Infrastructure Supports

i. Fencing will have been established to secure areas where demonstrators had been removed;

ii. Hard barricades remain in some traffic locations to prevent movement of large vehicles further into the core. Staffing will continue to be required at these locations;

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iii. Static Traffic Points – Officers will be positioned at key intersections surrounding the *Red Zone*. These officers will maintain the same presence and roles as in Phase 2;
iv. QRTs - Regular patrol officers will be assigned in pairs to patrol identified zones;
v. POU – POU teams will be held in reserve and able to immediately respond to emerging issues identified by the Traffic officers and QRTs on the ground.

3.4.2 Removal of Infrastructure Supports

i. Fencing will have been established to secure areas where demonstrators had been removed;
ii. Hard barricades remain in some traffic locations to prevent movement of large vehicles further into the core. Staffing will continue to be required at these locations;
iii. All other assignments (Static Traffic, QRTs and POUs) will remain the same.

3.4.3 QRTs Support

i. A reduction or redeployment of QRT's based upon experienced demands; and
ii. Static Traffic and POU Supports remain the same.

3.4.4 Civilian Oversight- Provincial

Special Investigative Unit:

i. The operational plan should identify the notification and structure in relation to the activation of a legislated oversight body. Being mindful that the Special Investigative Unit has specific jurisdiction over all municipal, regional and provincial police officers;
ii. The Unit's investigative jurisdiction is limited to those incidents involving officials where there is a serious injury, death, allegation of sexual assault
iii. or discharge of a firearm by an official at a person; and
iv. A person sustains a serious injury if the injury in question is likely to interfere with the person's health or comfort and is not transient or trifling in nature. A serious injury includes:
    - an injury that results in admission to a hospital;
    - a fracture to the skull, or to a limb, rib or vertebra;
    - burns to a significant proportion of a person's body;
    - the loss of any portion of a person's body; or
    - a loss of vision or hearing

Office of the Independent Police Review Director (OIPRD)

i. Notification and structure should be identified in relation to complaints that do not fall within the mandate of the SIU. Direction should be established and referrals to the appropriate police service needs to be identified in relation to real time complaints and post event complaints; and
ii. OIPRD complaints are identified within the following caveats lack of service, policy, or improper conduct by an official (e.g. allegations of racial profiling, harassment, corruption, or use of force without serious injury).

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3.4.5 Static Traffic Points

i. a reduction in the size of the Red Zone, scaling it back to a smaller footprint focused around the Parliamentary Precinct (North of Queen, west of Sapper's Bridge and East of Lyon;

ii. QRTs - A reduction or redeployment of QRT's based upon the smaller footprint, but still maintaining a presence in the original areas to provide an ongoing situational awareness.

Refer to following for further information:
Appendix "C" - Phase 3: Maintenance Plan which will include:

- Revised Traffic Points/Requirements Chart
- Detailed deployment staffing; and
- Spotting Locations

3.5 Phase 4 – Demobilization Plan

This plan represents the demobilization stage in which the City and police responsibilities "return to normalcy".

Transitioning from Phase 3 (Maintenance) to Phase 4 (Demobilization) will only occur when the Incident Commander has decided that the most current Intelligence supports the premise that further demonstrations associated to the convoy are no longer anticipated or that they can be easily addressed by regular OPS resourcing. This decision will be made in concert and in agreement with OPS's major policing partners (OPP and RCMP).

Additional considerations to this transition include confirmation with City of Ottawa Services that all traffic infrastructures (jersey barriers, traffic cones/ barrels, detour signs and wood barricades) have been removed from all roadways affected by the Secure Zone. All roadways have been confirmed to be properly cleared of snow, ice, and debris.

In the area known as the Red Zone, primarily made up of the Wellington Street corridor, City Roads must confirm that the roadways are safe for public use. This may include inspections of the roadway, sidewalks, sewers and any other infrastructures or services that may have been affected by the demonstration and occupation of the area.

Prior to the removal of the pedestrian fencing and/ or traffic closures of Wellington, Parliamentary Protective Services shall be notified.

Ground Operations

3.5.1 Transition from NCRCC Incident Command to Patrol Command

i. Until the Demobilization Phase begins, the overall command of operations in the footprint remains with the Incident Commander situated at the NCRCC;

ii. This Incident Commander works in concert with the Patrol Inspector to

iii. manage issues on the shared boundaries. At the pre-identified time, a formal transfer of command will occur for the Area of Operations. If there is a decision to maintain a cadre of ground resources for continued support (e.g. static

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traffic positions, observation positions), those officers will transfer to the Patrol Inspector at this same time.

3.5.2 Regular Patrol Services

i. Regular Patrol Services front line directorate (FLD) will be required to resume regular patrols and calls for service response in the demonstration footprint. This patrol member, the shift supervisor and subsequent shift members should be made aware of other resources that remain in the area, for full situational awareness.

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3.5.3 Neighbourhood Response Teams

i. The Neighbourhood Response Teams responsible for Centretown and Lowertown will resume their regular assignments; and
ii. Their regular duties include responding to demonstrations and protests. This group must remain cognizant of any re-emerging activities.

3.5.4 Traffic Services

i. Traffic Services Officers will be expected to provide a higher visibility presence in and near the current footprint to provide a level of security for the residents and businesses, and also to quickly respond to emerging issues.

3.5.5 Community Policing Officers

i. Community Policing Officers will be deployed to communicate with business, community associations and residents to identify their past, current and ongoing needs; and
ii. This member will attempt to handle all matters possible or assist in coordinating a response with other police or city service resources.

3.5.6 Pedestrian/Road Access

i. City streets will be returned to full operations where identified; and
ii. Any policing supports required will be provided to assist the city in cleaning roads and removing infrastructure.

Background Operations

3.5.7 Criminal Investigations Directorate

i. The Criminal Investigations Directorate will have a significant number of current and future files to investigate and process that are related to the occupation; and
ii. The Inspector Frontline Investigations will assist and coordinate the investigative teams to ensure they have the proper supports to complete the files in a timely fashion.

3.5.8 Professional Development Centre

i. During the occupation, all available OPS resources were deployed to support a response;
ii. As a result, Professional Development was paused resulting in a backlog of mandatory training;
iii. Executive Command will have to consider the following to address the situation:
    - Granting extensions for Use of Force dates beyond affected officers' expiry dates; and
    - Authorizing overtime for weekend training (instructor and student) until the back log is eliminated Note: this overtime would be captured using the Convoy Overtime code and cost centre.

3.5.9 Finance Section

i. Finance Section will be required to maintain a financial record of all accounts related to this event (human supports, logistical needs and support service costs billed back to OPS); and

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ii. This member will support the Executive and Legal Services in addressing these extraordinary expenses with the Public Safety Canada.

3.5.10 Major Case Management

i. A Major Case Management member will need to assume possession and control of all records related to this response in preparation for the Federal Inquiry automatically generated by the invocation of the Emergencies Act; and
ii. This member will ensure that any and all records are compiled, properly logged and made available for review by the Inquiry members.

3.5.11 Ongoing Road Closures

i. There may be future considerations related to road and pedestrian access near the Parliamentary Precinct; and
ii. Police will work with the City of Ottawa providing input when requested.

Refer to following for further information:
Appendix "D" Phase 4- Demobilization Plan

- Staffing Deployment Model **(TBD)**

4.0 Administration

4.1.1 Professionalism

i. Members are reminded that all interactions with the public must be professional;
ii. Personal or political opinions relating to the protest shall not be expressed;
iii. Members shall remain properly attired at all times and ensure that their name tags are properly affixed to their outermost garment, as prescribed in Service Governance.

4.1.2 Civilian Oversight- Federal

Major Police Incident – members shall be investigated by the Invited Agency
NOTE: Current Operation: Several members have been sworn in as Ottawa Special Constables

Civilian Oversite: The Civilian Review and Complaints Commission for the RCMP (CRCC)

i. The Civilian Review and Complaints Commission (CRCC) has the authorities to conduct reviews and investigations; and

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ii. The CRCC authorities includes the ability to conduct specific activity reviews, to summon and compel witnesses during investigations or hearings to provide oral and documentary evidence, and to have greater access to RCMP information.

Internal Conduct: Enhancing Royal Canadian Mounted Police Accountability Act (Accountability Act) Conduct

i. Under the RCMP Act, the majority of conduct matters will be dealt with through a meeting process to provide the member with an opportunity to be heard while also giving managers and employees greater flexibility when dealing with conduct issues;
ii. Conduct hearings are only initiated in cases where dismissal is being sought and a conduct board has broader authority to manage proceedings.

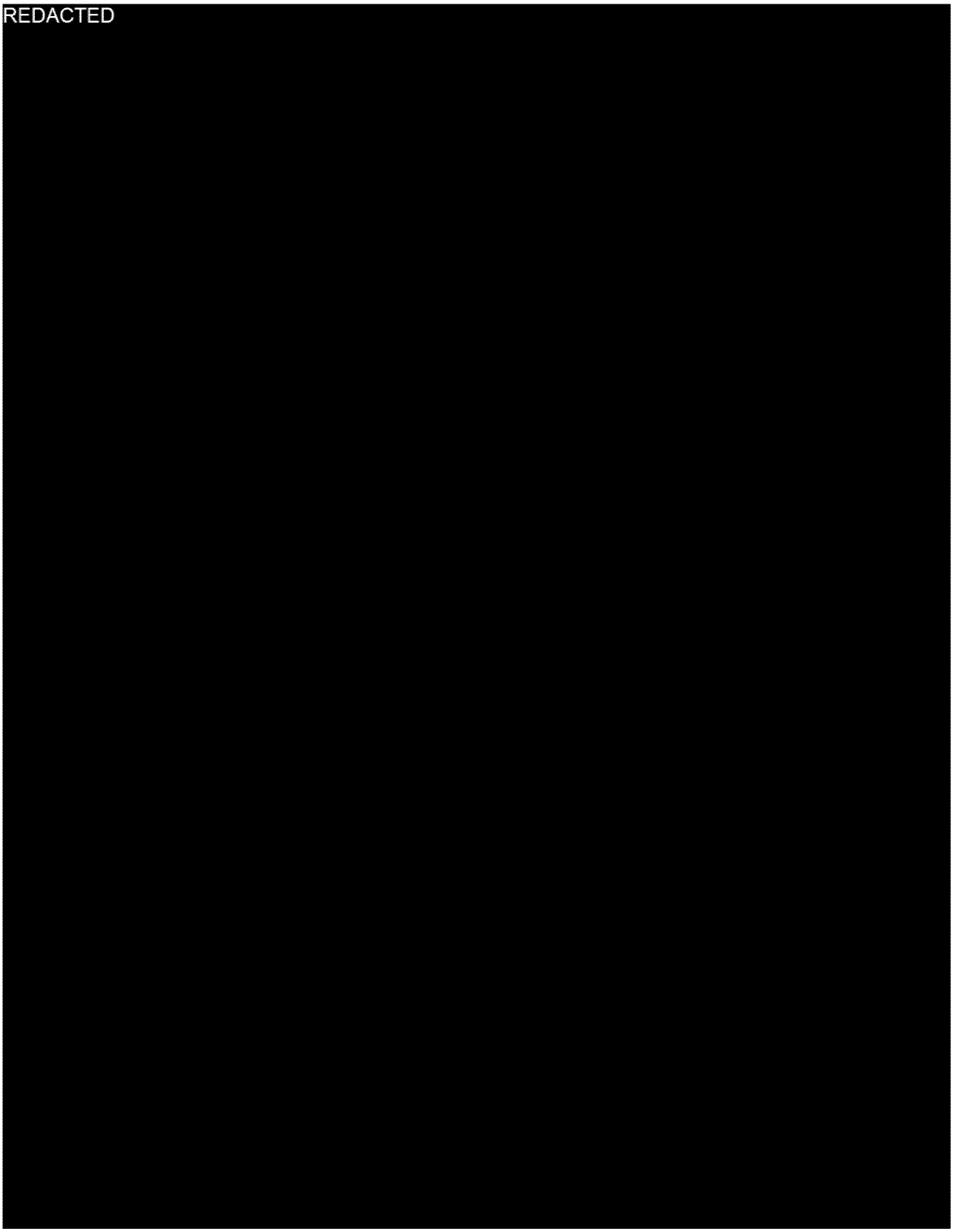
USE OF FORCE:

i. **All member use of force investigations will be done under the RCMP Act and if required by an external agency.**

4.1.4 Personal Protective Equipment (PPE)

i. When interacting with a member of the members shall wear full PPE, if six feet of physical distancing may not be possible, unless extenuating circumstances dictate otherwise. Members must be able to articulate the circumstances that prevented the use of PPE; and
ii. Members from specialized units shall adhere to established unit specific policies regarding use of PPE.

REDACTED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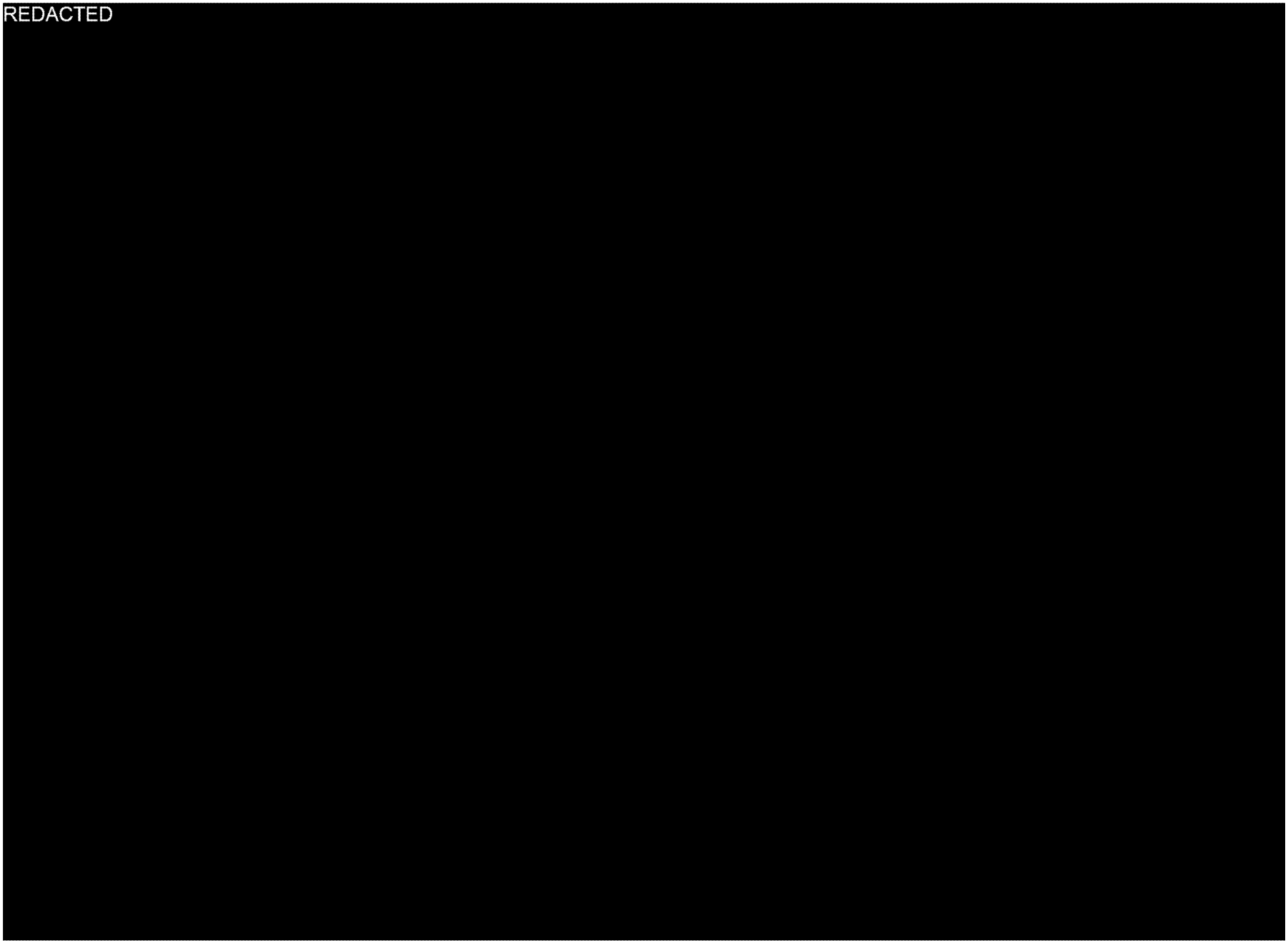
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Appendix A- Phase 1: Stabilization

Resource Assessment
Zone Maps
QRT Roles and Responsibilities

Draft

Stabilization Plan – "Resource Assessment

Traffic points
Deployed within the Theatre of Operations.
Function conducted by supporting agencies (OPP and RCMP)
Shift - Current State – 12 hours – Status Quo
REDACTED

Quick Response Teams (QRTs)
Deployed within the Theatre of Operations.
Red Zone- (4 zones within the Theatre of Operations) -Staffing- maintenance plan

OPS – staffing
Current State - Recommendation – Establish a 10.0 hrs shift-
Purpose – To ensure member wellness
Shift schedule deployment:

- 06:00hrs - 16:00hrs
- 13:00hrs - 23:00hrs
- 21:00hrs - 07:00hrs

REDACTED

*These supporting resources would allow OPS members currently deployed to this event to return to our Criminal Investigative Directorate and our Training Branch to meet provincial adequately standards and maintain Business Continuity and obtain needed rest days. *

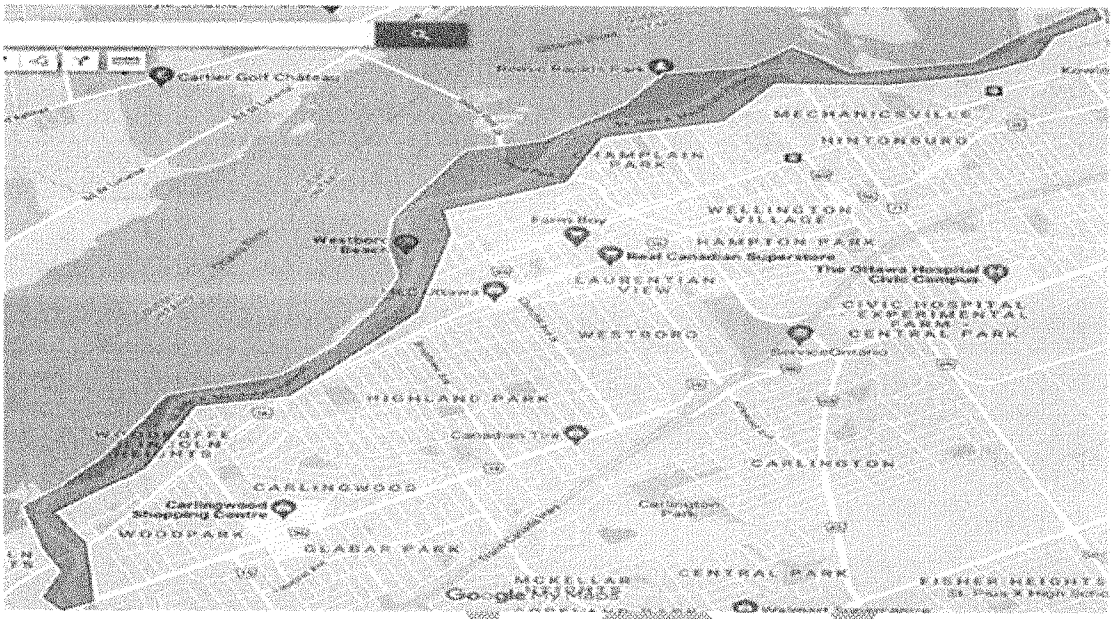
REDACTED

- QRT – 4 Zones - maintain 120 officers per shift (30 officers per zone)
    - Site command Staffed by OPS members – (number of OPS members in as QRT leads function depends on the number of QRTs)

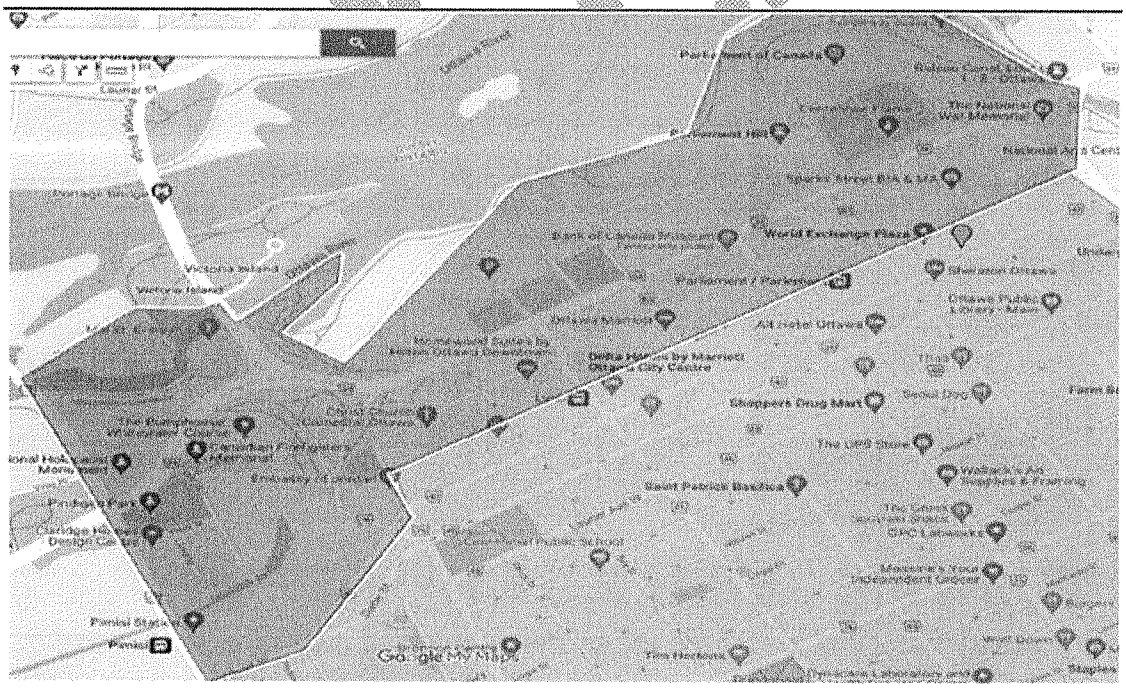
REDACTED

Zone Map: Descriptions

Zone 1

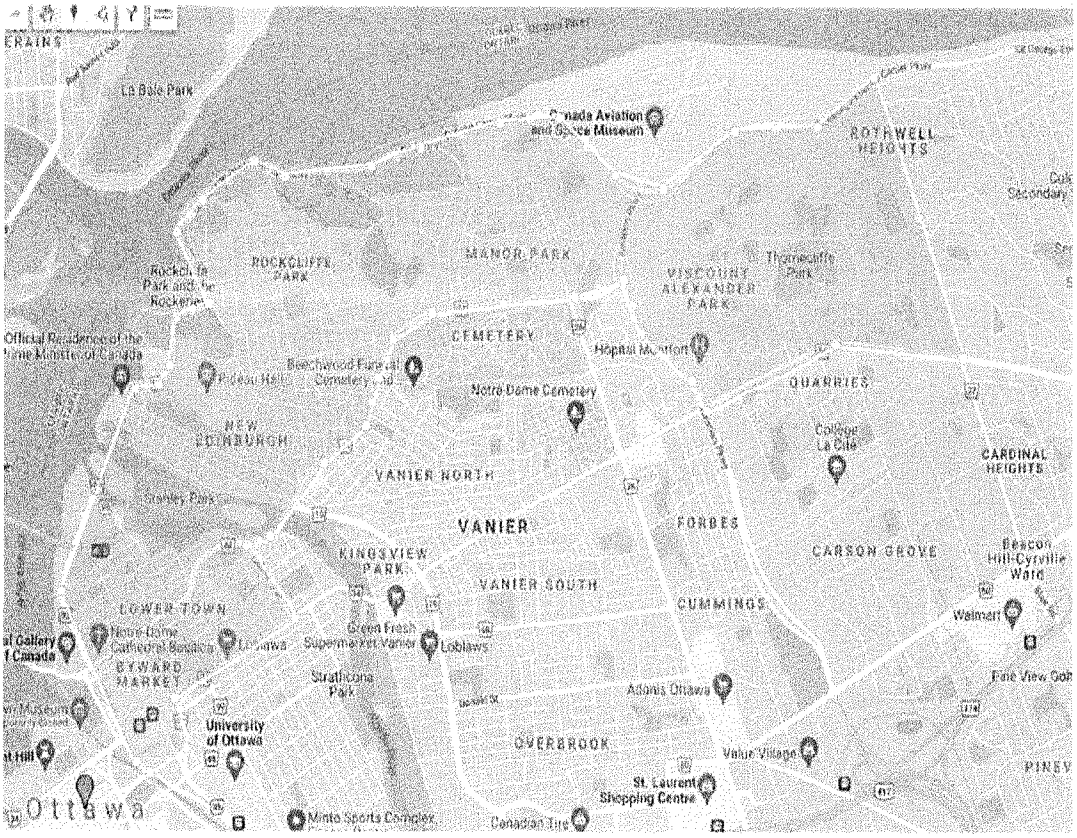


Zone 2



Zone 3:

Zone 4 : Includes 302 Coventry Rd- RCGT Park



QRT Leader- Roles and Responsibilities- (Staffed by OPS)

Under the direction of the Site Commander, the Quick Response Team Leader shall:

- review and become familiar with the locations and assignments of the members under his/her command;
- ensure members understand their assignments before deploying to the field;
- ensure members are properly attired for their assignment (including approved headdress), florescent vests, name tags, body worn cameras in accordance with service policies;
- attend high demand areas and supervise all members under his/her command to ensure that they perform their assigned duties in a professional manner;
- ensure members receive any required nourishment and relief breaks;
- maintain situational awareness of events in the theatre of operations;
- be cognizant of the support teams available to assist with emerging issues;
- identify issues as they emerge and request the required resources to address them;
- provide direct supervision to assigned members in locations where issues are emerging or unfolding;
- provide situational updates to the Site Teams Supervisor as required;
- ensure that all members are accounted at the end of shift and that all equipment is returned before any team members are released, and;
- ensure that any reports are completed by the responsible member(s) before ending duty.
- Ensure that logistics and equipment requirements are brought through the chain of Command for respective police services.
- Ensure that Workplace Injury, Illness and Incident Report Form have been completed for any members as per policy.

Quick Response Teams - Roles and Responsibilities:

- Reporting to the QRT team Lead;
- with the support of Public Safety Units if needed;
- preserve the peace;
- preventing crimes and other offences and providing assistance and encouragement to other persons in their prevention;
- assisting victims of crime;
- apprehending criminals and other offenders and others who may lawfully be taken into custody;
- laying charges and participating in prosecutions;
- executing warrants that are to be executed by police officers and performing related duties;
- performing the lawful duties that the Event Commander assigns;
- Members are deployed 24/7 in the area of higher congestion within the Theatre of Operations where occupiers are parked and gather;
- Members proactively and reactively handling issues as they are identified or reported;
- Members utilize communication, negotiation and de-escalate techniques as significant number of tempered matters with the occupiers;
- Members are deployed both on foot and in cruisers for quicker response;
- Members are deployed to marches and intersections where demonstrators gather;
- During a crisis they may also perform the Hand Off Team function for an arrest team; and
- Any arrests made by supporting police services shall be continued by OPS members in accordance with OPS policies.

Draft

Appendix B: Phase 2 – Action Plan

Secure Area – Traffic Plan & Tow Trucks & Removal Plan
Summary of Provincial and Federal Emergency Authorities
Investigative Overview & Decision Making Tree
City & Transportation External Support

Draft

Draft

Staffing Model Deployment

Deployment – Friday, February 18th, 2022

****Spreadsheet provided by the Staffing Planning Team**

****POU Deployment numbers are located in the POU Stand Alone Operational Plan**

Deployment –Saturday, February 19th, 2022

****Spreadsheet provided by the Staffing Planning Team**

****POU Deployment numbers are located in the POU Stand Alone Operational Plan**

Deployment –Sunday, February 20th, 2022

REDACTED

****Spreadsheet provided by the Staffing Planning Team**

****POU Deployment numbers are located in the POU Stand Alone Operational Plan**

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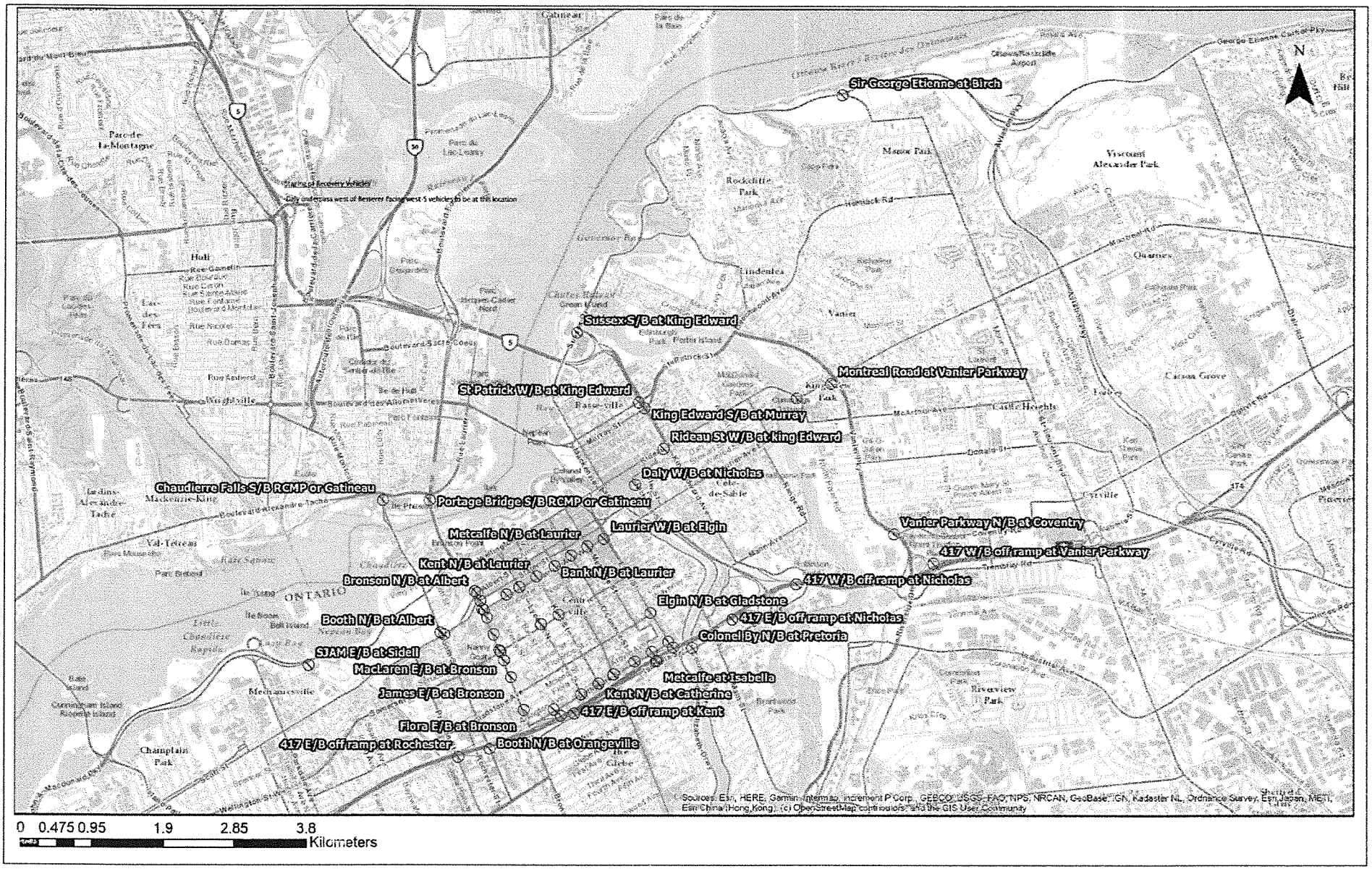
Secure Area – Traffic Plan & Tow Trucks & Removal Plan



Note: During time of report, several traffic points were removed due to the fluidity of the operations.

Blockades Locations

The following blockades have been identified by POU Unified Command:

i. **Nicolas St**, (Waller St to the north, Laurier Ave to the south)
ii. **Rideau St and Sussex Dr Area** (Rideau St between Nicholas St and Mackenzie Ave) (Colonel By Dr/Sussex Dr between Daly and George St)
iii. **Wellington St and paralleling Sparks St & Queens St**, (Elgin St to the east, Bay Street to the west)
iv. **Metcalfe St (**Queen St to the north, Nepean St to the south)
v. **O'Connor St** (Queen St to the north, Albert St to the south) & Albert St between Bank St and O'Connor St)
vi. **Bank St** (Queen St to the north, Albert St to the south) & Albert St between Bank St and Kent St
vii. **Kent St** (Queen St to the North, Albert St to the south) & Albert St between Kent St and Lyon St
viii. **Lyon St** (Queen St to the north, Nepean St to the south)
ix. **Bay St** and Sparks St Area (Bay St between Wellington St and Sparks St) (Sparks St west of Bay St curbing into Bronson Ave south to Albert St)
x. **SJAM** (Sir John A Macdonald Parkway)
xi. **RCGT Park** (Raymond Chabot Grant Thornton Park at 302 Coventry Rd)- *unconfirmed at time of report.*

The order of the above is subject to change

Secure Area - Traffic Plan

The Secure Area consists of four (4) Zones:

i. Zone 1: Bronson Avenue and to the west;
ii. Zone 2: All bordered Laurier to the north, Percy Street to the west, Somerset Street to the south and QEW to the east;
iii. Zone 3: Bordered by Gladstone Avenue to the north, Percy Street to the west, 417 to the south and Colonel By Drive to the east; and
iv. Zone 4: Bordered by everything east of the canal excluding Colonel By Drive at Pretoria Bridge.

Emergency Routes & Access to Parliament Hill

i. An emergency route will remain in the southern most curb lane of Wellington between Elgin and Lyon for east/west access;
ii. Emergency access would be Elgin Street to Queen where access is also clear east/west to Lyon;
iii. Secondary Emergency Route is east bound from SJAM to Wellington where access is available Supreme Court/Parliament Hill;
iv. PPS and Parliamentary access can be made via Lyon at Sparks to Wellington, Sparks to Kent to go North or Portage Bridge e/b to Wellington; and
v. Alternative is North on Bank Street from Queen through to the Bank Street extension which is controlled by PPS.

Tow Trucks and removal Plan

i. Dedicated heavy tow vehicles, transportation, custody and control plans for the removal and storage of any seized vehicles; and
ii. Refer to stand alone Concept of Operations- Towing

DRAFT

Summary of Provincial and Federal Emergency Authorities

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Summary of Provincial and Federal Emergency Authorities

Provincial Regulations *Critical Infrastructure and Highways Regulation* (O. Reg. 71/22) under the *Emergencies Management and Civil Protection Act*	**Federal Regulations** *Emergency Measures Regulations* under *Emergencies Act*

Summary of the Order
 	
No one shall:
• impede entrance, exit, or ordinary use of critical infrastructure
• directly or indirectly impede entrance, exit, or ordinary use of critical infrastructure
• Assist anyone engaged in these activities, including supplying fuel or other materials
• impede entrance, exit, or ordinary use of any highway, walkway or bridge to:
  ○ prevent delivery of essential goods or services
  ○ severely disrupt economic activity
  ○ cause a serious interference with safety, health, or well-being of public
	Summary of the Order
	
	No one shall:
	• participate in a public assembly ("breach-of-peace assembly") that may reasonably be expected to lead to a breach of the peace, such as:
	  ○ the serious disruption of the movement of persons or goods
	  ○ serious interference with trade
	  ○ interference with the functioning of critical infrastructure
	  ○ threats or acts of serious violence against persons or property
	• cause a minor (under 18) to participate in a breach-of-peace assembly
	• cause a minor to travel to or within 500 metres of an area where a breach-of-peace assembly is taking place
	• enter Canada as a foreign national with the intent to participate in or facilitate a breach-of-peace assembly
	• travel to or within an area where a breach-of-peace assembly is taking place

Individuals shall:
• Comply promptly with a given order.
	Individuals shall:
	• Render essential goods and services for the removal, towing and storage of any vehicle, equipment, structure or other object that is part of a blockade as requested by:
	  ○ the Minister of Public Safety and Emergency Preparedness
	  ○ the Commissioner of the RCMP or a person acting on their behalf

Definitions Critical infrastructure includes: 400-series highways; airports; hospitals; infrastructure facilities for the supply of water, gas, sanitation and telecommunications; bridges; locations where COVID-19 vaccines are administered; ports; power generation and transmission facilities; railways.	**Definitions** Critical infrastructure includes: airports, heliports, harbours, ports, railway stations, railways, tramway lines, bus stations, bus depots, truck depots; infrastructure for the supply of utilities such as water, gas, sanitation and telecommunications; international and interprovincial bridges and crossings; power generation and transmission facilities; hospitals and locations where COVID-19 vaccines are administered; trade corridors and international border crossings, including ports of entry, ferry

	terminals, customs offices, bonded warehouses, and sufferance warehouses.
Exemptions • The Order does not impact impediments that are trivial, transient, minor in nature or one that can be easily avoided. • The exemption applies to highways, but not critical infrastructure.	**Exemptions** The regulation does not pertain to: • individuals who reside, work or are moving through an assembly area for reasons other than to participate in or facilitate the assembly; • individuals who are acting with the permission of a peace officer or the Minister of Public Safety and Emergency Preparedness; • a peace officer; or • an employee or agent of the government of Canada or a province who is acting in the execution of their duties.
Enforcement Orders Police officers with reasonable grounds may: • order the individual to cease • order a group of individuals (more than one) to disperse • order removal of any object (including a vehicle) put in place at any time • remove the object if the individual does not comply. Following removal of a motor vehicle in contravention with the Order, officers will submit an Emergencies Order Form, after which the Registrar or Deputy Registrar of the Ministry of Transportation may cancel or suspend: • Commercial Vehicle Operator's Registration (CVOR) certificates; • Drivers Licences (DL) (whether Ontario licences or out of province licences); and • Commercial and Passenger Vehicle plates. **Object Removal** • Objects (including vehicles) removed may be detained and stored for the duration of the Order. • Costs and charges associated with removal and storage become a debt due and/or a lien. • Any person reasonably qualified to assist in removal, detention or storage is authorized to perform such activities if requested by an officer.	**Enforcement Orders** Police officers may: • Take the necessary measures to ensure compliance with these regulations. • Take the necessary measures to ensure compliance with any provincial or municipal laws. • Allow for the prosecution for failure to comply.

Summary of Provincial and Federal Emergency Authorities

OTTAWA POLICE SERVICE
SERVICE DE POLICE D'OTTAWA

Officers must make reasonable efforts to notify the owner of removal and storage.	

Penalties for failure to comply
 	
Officers can:
• issue a ticket for a set fine amount
  ○ Fail to comply (individual): $750
  ○ Fail to comply (corporation): $1,000
  ○ Obstruct any person exercising a power in accordance with the order: $1,000
  ○ Obstruct any person performing a duty in accordance with the order: $1,000
• serve a summons under Part I of the *Provincial Offences Act* (POA)
• lay information under Part III of the POA
  ○ Maximum penalties upon court conviction: $100,000 and one year imprisonment
	Penalties for failure to comply
	
	For offences under the act, individuals can face:
	On summary of conviction:
	• a fine not exceeding five hundred dollars
	• imprisonment not exceeding six months
	• both a fine and imprisonment
	On indictment:
	• a fine not exceeding five thousand dollars
	• imprisonment not exceeding five years
	• both a fine and imprisonment

Authorities not provided • The regulation and act do not create powers of arrest.	**Authorities not provided** • The regulation and act do not create powers of arrest. • Police officers have the authority to act to prevent breaches of the injunction or the commission of offences. They have the authority to regulate traffic and prevent vehicular access to downtown Ottawa for those purposes. ○ Police officers can rely upon their common law authorities for this purpose or can rely on Section 10 (1) of the Regulation.

The emergency-related federal and provincial acts, orders and regulations **do not** create powers of arrest. Officers must consider the totality of the circumstances to determine if an authority to arrest exists under other the *Criminal Code* or another act. Others to consider:

- Mischief - *Criminal Code* Section 430(1)
- Obstructing Police – *Criminal Code* Section 139 (1).
- Identification on Failure to Surrender Licence – *Highway Traffic Act* 33(3)
- Breach of a Court Order – *Criminal Code* Section 127
- Intimidation by blocking or obstructing a highway – *Criminal Code* Section 423 (1) (g)

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Investigative Overview & Decision Making Tree- Trucks with Sleeper Cabs

Investigative Overview

Levels of Authority/Decision Making & Approval

i. Levels of Authority – Refer to Appendix "B"- Summary of Provincial and Federal Emergency Authorities; and
ii. Decision Making Tree – Refer to Appendix "C"- Decision Making Tree in relation to a Sleeper

Investigative Plan[5]

i. An Investigative Branch Director will oversee all supports that are related to criminal investigation in relation to this event;
ii. The following OPS assets will be deployed as part of the
    - PLT'S
    - Evidence Gathering Team (EGT)
    - Evidence Continuity and Transport (ECT)
    - Regular Uniform Support Team
    - CBRNE

Single & Multiple Arrests

i. Each time a person is arrested, a case number must be generated by contacting OPS communications over the air or at 613-236-1222 x7500; and
ii. Refer to stand along Operational Plan – Arrest and Detention Plan for further information.

Vehicle Mitigation Strategy

i. Jersey barriers have been placed at several strategic locations within the identified secure area.

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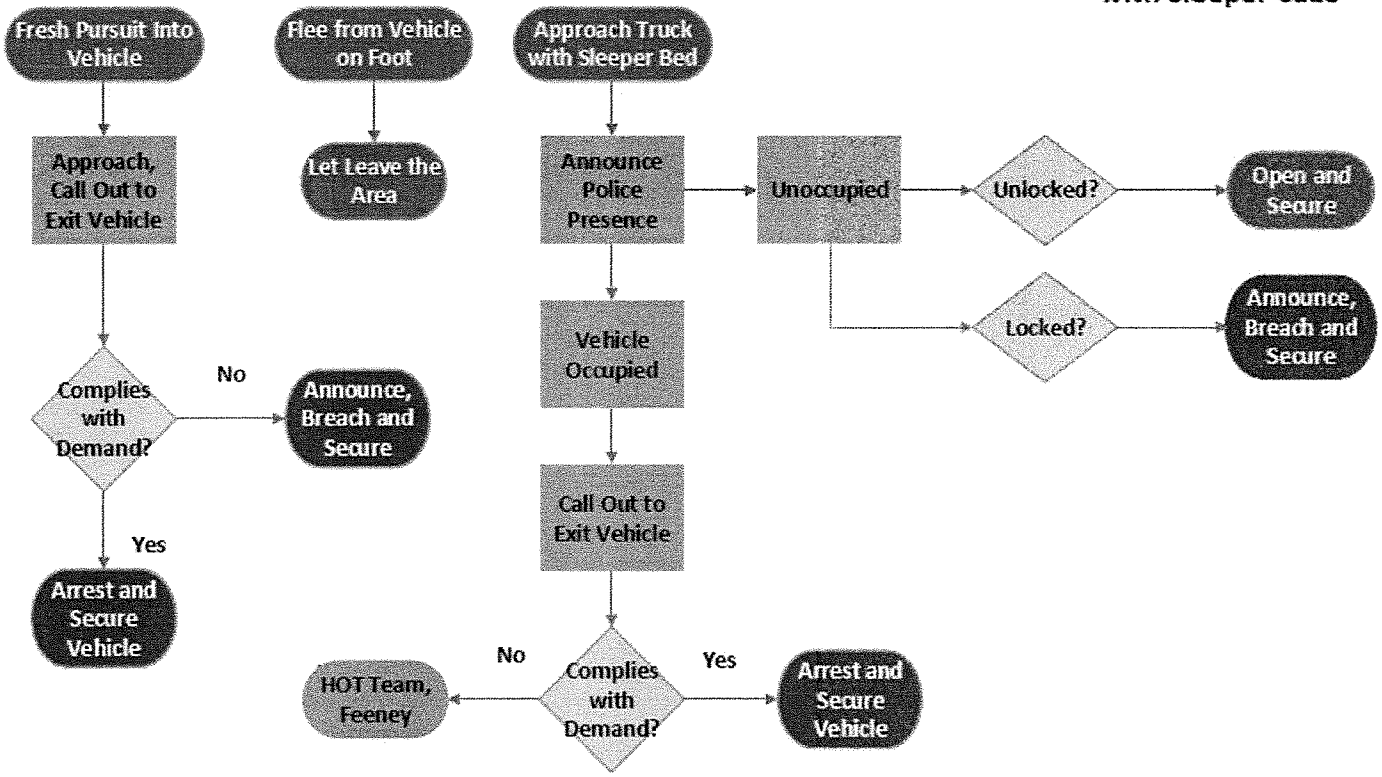
[5] Freedom Convoy 2022 Operational Plan Arrest and Detention Plan, pg. 19

Decision Tree – Trucks with Sleeper Cabs



*Vehicle keys from arrested parties to be kept onsite, separate from arrested parties and turned over to the Tow Team

Officers to use their discretion based on safety concerns including obstacles and animals when deciding which course of action to take

City & Transportation External Support

Paramedic Services

i. Ottawa Paramedics Services are imbedded as part of the National Capital Region Command Centre (NCRCC) and continue to monitor as required.

Ottawa Fire Department

i. Ottawa Fire Department are imbedded as part of the NCRCC and continue to monitor as required.

Ministry of Transportation (MTO)

i. Any resources, signage & coordination required for installation of barriers at the 417 ramp shall be coordinate through the OPP;
ii. The main contact during the event will be Sean Gargaro – MTO Regional Manager sean.gargaro@ontario.ca

Children Aid Society (CAS) – Care of Children

i. Members of CAS have been notified of this event and shall respond as required.

City of Ottawa- Fencing & Barricades

i. City partners will deploy and provide fencing and or barricades to assist with the perimeter; and
ii. Any request shall be made by the primary contact Mr. Bruno Lepage at 613-818-4406.

City of Ottawa- Unclaimed items and debris

i. Items classified as hazardous materials including propane tanks and other combustibles that are not required for evidentiary purposes must be removed from the sites; and
ii. OPS EOC representatives will liaise with the City of Ottawa for its removal.

City of Ottawa – Social Services

i. Members of Social Services have been notified of this event and shall respond as required.

Bylaw Services – Animal Control

i. Members of Bylaw Services have been notified of this event and shall respond as required.

City Public Works – Road Department

i. Members of City Public Works have been notified of this event and shall respond as required.

Chaudiere Falls Bridge and Portage Bridge

i. Gatineau City Police & RCMP will be monitoring access across the bridges into Ontario; and
ii. Portage Bridge will remain closed to members of the public with restricted access to emergency workers, Parliamentary Protective Service (PPS) and Members of Parliament.

Alexandria Bridge

i. Alexandria Bridge will remain open between 6:00hrs and 10:00hrs on Friday allowing workers and their vehicles to access via Murray to the market area; and
ii. It will be closed Saturday & Sunday.

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Appendix C: Phase 3: Maintenance Plan

Road Hardening Road Closures as from 1400 Hrs Monday 21st February 2022

The request for vehicles is based on the fact that each vehicle will have two officers assigned for officer safety reasons.

Traffic Point

Location	Requirements/Office Details	REDACTED
Albert / Commissioner	• Check all traffic travelling east bound on Albert • Local traffic only • If not meeting access requirements force south onto Slater to continue south on Bronson	
Slater/ Bronson	• Check all traffic travelling east bound on Slater • Local traffic only • If not meeting access requirements force south onto Bronson south	
Bronson/Albert	• Check all traffic travelling north bound on Bronson • Local traffic only • If not meeting access requirements turn around and send back south	
Bronson / Laurier	• Check north bound traffic on Bronson • Check east bound traffic on Laurier • If not meeting access requirements flush all traffic south on Bronson or west bound on Laurier • Communicate with traffic point to the east Laurier / Percy regarding vehicles being sent east that need turning away	
Laurier / Bay	• Check north bound traffic north bound on Bay • If not meeting access requirements turn around or send east or west on Laurier • Communicate with check points either side regarding vehicles being sent their way to be sent out of area	
Laurier / Lyon *Lyon is one way south*	• Check north bound traffic north bound on Lyon (should not happen as it is one way) • If not meeting access requirements turn around or send east or west on Laurier • Communicate with check points either side regarding vehicles being sent their way to be sent out of area	

Draft

REDACTED

Location	Requirements/Office Details
Laurier / Kent *Kent is one way north*	• Check north bound traffic on Kent • If not meeting access requirements turn east or west on to Laurier • Communicate with check points either side regarding vehicles being sent their way to be sent out of area
Laurier / Bank *Bank has two-way traffic north and south*	• Check north bound traffic on Bank • If not meeting access requirements turn around or send east or west on Laurier • Communicate with check points either side regarding vehicles being sent their way to be sent out of area
O'Connor / Laurier *O'Connor is a one way south*	• Check north bound traffic on O'Connor (should not happen as it is a one way south) • If not meeting access requirements send east or west on Laurier • Communicate with check points either side regarding vehicles being sent their way to be sent out of area
Metcalfe/ Laurier *Metcalfe is a one way north*	• Check vehicles travelling north on Metcalfe • If not meeting access requirements turn around or send east or west on Laurier • Communicate with check points either side regarding vehicles being sent their way to be sent out of area
Elgin / Laurier	• Check vehicles travelling north on Elgin • If not meeting access requirements turn around or send west on Laurier • Communicate with check point west of location regarding vehicles being sent their way to be sent out of area
McKenzie King Bridge / Nicholas	• Nothing west bound over bridge, everything south on Nicholas
Rideau / Dalhousie	• Check vehicles west bound on Rideau • If not meeting access requirements turn south on Dalhousie
McKenzie/ Murray	• Check vehicles south bound on McKenzie • If not meeting access requirements turn east onto Murray
Wellington / Portage Bridge	• Ensure only vehicles exiting Ottawa N/E over the Portage Bridge is permitted. • Staffing the barriers on the E/B Wellington St. to ensure E/B traffic doesn't circumvent the barriers.

REDACTED

MAINTENANCE STAFFING MODEL:

Assignment	REDACTED	Comments
Traffic (2 per vehciles)		As per the currect traffic points. Any reduction could be redeployed to QRTs
Spotting Vehicles		Single Member Spotting in vehicles
Roving Patrol (2 x pers/teams)		
Fence/Gate Continuity (x9)		Nine Fence Gates - 2 members each * If staffed by RCMP may need 3 x shifts = 54 (+18)
QRT (Teams of 4)		In vans - roving and walking as required * If staffed by RCMP may need 3 x shifts =96 (+32)
Conroy Security		Tow facility Security
Slidell Security		Prisoner Processing - Staff next weekend
Ben Franklin		
474 Security		
EY Centre		
PLT		OPS PLT - Supported by OPP as required
HOT		HOT - Consider staffing for next weekend
POU -2 teams - (1 + reserve)		Standby at night for 24/7 ability (RCMP from PPS for Reserve) Consider and additional team on weekend
Tactical team		Call from existing members - consider augmenting for weekend
Heavy Recovery (2 Heavy - 3 Light)		
Ambulance Support		Tactical Medics available from POU Teams - consider using on weekend
Police Armoured Vehicle		
Offender Transport (1 Unit)		Consider additional Unit on weekend
Evidence Gathering Team		Consider utilizing on weekend
Site Command		UCP reconsolodated at the NCRCC (Night staffing lower by 1/2)
Totals		**Dependant on shift staffing model could increase to 469**

[redacted] Vechicle numbers to be determined by teams

Updated 22 FEB 2022 1402hrs

SPOTTER VEHICLE POSITOINS:

	SPOTTER LOCATIONS
1	Sussex & Stanley
2	St. Patricks Bridge & River Road
3	Montreal Road & River Road
4	417 w/b off ramp @ Nicholas
5	417 w/b off ramp @ Metcalfe
6	417 w/b off ramp @ Bronson
7	417 e/b @ Kent
8	417 e/b & Metcalfe
9	417 e/b @ Nicholas
10	Sir John A & Booth Street
	REDACTED

REDACTED

Draft

Appendix D: Phase 4: Demobilization Plan

Draft

TO BE ADDED ONCE DEVELOPPED AND BY STAFFING PLANNING CELL

Draft

Appendix E: Traffic Hardening Plan QD

Plan Alpha

Downtown Core _
34x44 With Tra...

Traffic Hardening Plan "Alpha"

Alpha is the largest and most taxing of the traffic plans from a personnel standpoint. It forms a perimeter that wraps around the downtown core of Ottawa, spanning from Wellington St to the North, Bronson to the West, Hwy 417 to the North, and the Rideau Canal to the east (with several other points extending up to the northeast beyond the canal) It contains 70 checkpoints and cuts off access to the downtown core in a layered approach.

Checkpoints:

1. Bronson N/B at Albert
2. Albert E/B at Bronson
3. Slater E/B at Bronson
4. Laurier E/B at Bronson
5. Gloucester E/B at Bronson
6. Bronson N/B at Laurier
7. Nepean E/B at Bronson
8. Lisgar E/B at Bronson
9. Cooper E/B at Bronson
10. Bronson N/B at Somerset
11. Somerset E/B at Bronson
12. McLaren E/B at Bronson
13. Gilmour E/B at Bronson
14. James E/B at Bronson
15. Gladstone E/B at Bronson
16. McLeod E/B at Bronson
17. Flora E/B at Bronson
18. Arlington E/B at Bronson
19. Booth W/B at Orangeville
20. Booth N/B at Albert
21. Albert E/B at Booth
22. SJAM E/B at Sidell
23. Chaudierre Bridge S/B
24. Portage Bridge S/B
25. Bay N/B at Laurier
26. Lyon N/B at Laurier
27. Kent N/B at Laurier
28. Bank N/B at Laurier
29. O'Connor at Laurier
30. Metcalfe at Laurier
31. Laurier W/B at Elgin

Draft

32. Lyon N/B at Somerset
33. Kent N/B at Somerset
34. Percy N/B at Gladstone
35. Bay N/B at Gladstone
36. Lyon N/B at Gladstone
37. Kent N/B at Gladstone
38. Bank N/B at Gladstone
39. O'Connor N/B at Gladstone
40. Metcalfe N/B at Gladstone
41. Elgin N/B at Gladstone
42. Percy N/B at Catherine
43. Lyon N/B at Catherine
44. Kent N/B at Catherine
45. O'Connor at Catherine
46. Metcalfe at Catherine
47. Metcalfe at Isabella X2
48. Elgin N/B at Catherine
49. Colonel By N/B at Hawthorne
50. Daly W/B at Nicholas
51. Rideau St. W/B at King Edward
52. King Edward at Murray
53. King Edward S/B at St. Patrick
54. St. Patrick W/B at King Edward
55. St. Patrick W/B at Vanier Parkway
56. Montreal Rd at North River Rd
57. Montreal Rd at Vanier Pkwy
58. Vanier Pkwy N/B at Coventry
59. Sir George Etienne at Birch
60. Sussex S/B at Stanley
61. Sussex S/B at King Edward
62. Hwy 5 S/B at Dalhousie
63. Hwy 417 E/B off ramp at Rochester
64. Hwy 417 W/B off ramp at Kent
65. Hwy 417 E/B off ramp at Kent
66. Hwy 417 W/B off ramp at Metcalfe
67. Hwy 417 E/B off ramp at Nicholas
68. Hwy 417 W/B off ramp at Nicholas
69. Hwy 417 W/B off ramp at Vanier Pkwy

Plan Bravo

Downtown Core _
34x44 With Bra...

Draft

"Bravo" represents a smaller police footprint in the City, pulling the Southern boundary north up to Somerset while maintaining the East/West boundaries. It contains 25 units covering 19 checkpoints and allows greater accessibility for residents and business owners to the downtown core while still protecting the parliament area. (Note – intersections along Bronson not covered by police are governed by barriers).

Checkpoints:

1. Wellington at Portage (1 unit)
2. Albert West of Bronson (1 unit)
3. Slater West of Bronson (1 unit)
4. Primrose at Bronson (1 unit)
5. Somerset at Bronson (2 units)
6. Somerset at Percy (1 unit)
7. Somerset at Bay (1 unit)
8. Somerset at Lyon (1 unit)
9. Somerset at Kent (2 units)
10. Somerset at Bank (2 units)
11. Somerset at O'Connor (1 unit)
12. Somerset at Metcalfe (1 unit)
13. Somerset at Elgin (3 units)
14. Cooper at Cartier (1 unit)
15. Lisgar at Cartier (1 unit)
16. Laurier Ave W, West of Queen E Drive (2 units)
17. Mackenzie Bridge at Nicholas (1 unit)
18. Rideau at Dalhousie (1 unit)
19. Mackenzie at Murray (1 unit)

Plan Charlie

Downtown Core _ 34x44 With Cha...

Charlie is a further reduction of the police footprint in Downtown Ottawa, and to a large extent mirrors existing plans that the City of Ottawa uses to by-pass the parliament area during special events. It consists of 15 units covering 13 checkpoints.

Checkpoints:

1. Albert East of Bronson (1 unit)
2. Bronston North of Albert (1 unit)
3. Slater East of Bronson (1 unit)
4. Laurier at Bay (1 unit)
5. Laurier at Lyon (1 unit)
6. Laurier at Kent (1 unit)
7. Laurier at Bank (2 units)
8. Laurier at O'Connor (1 unit)
9. Laurier at Metcalfe (1 unit)

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10. Elgin at Laurier (2 units)
11. MacKenzie Bridge at Nicholas (1 unit)
12. Rideau at Dalhousie (1 unit)
13. MacKenzie Ave at Murray (1 unit)

Plan Delta

Downtown Core _
34x44 With Del...

Traffic Hardening Plan Delta is the 4th and smallest police footprint in Downtown Ottawa. It pulls police back north to Queen Street and allows the greatest access for the public. It consists of 8 checkpoints with 1 officer assigned to each – although the low numbers allows for flexibility to increase officer numbers at any or all of the 8 points.
Checkpoints:

1. Queen at Bay
2. Queen at Lyon
3. Queen at Kent
4. Queen at Bank
5. Queen at O'Connor
6. Queen at Metcalfe
7. Queen at O'Connor
8. Rideau at Dalhousie

Plan QD

Downtown Core _
34x44 With Que...

This plan (QD) can be put into effect in the event that another demonstration is believed to be returning to the Downtown Core and a hardened perimeter needs to be expanded back out away from the current secure zone. Essentially, the purpose of this plan is to lock down the core to provide police enough time to return to one of the previous established Traffic Hardening Plans "Alpha", "Bravo", or "Charlie".

All points in this plan have a specific designation – QD 1 – QD 26. The units assigned to posts would be pre-selected and instructed at the beginning of their shift that when the order is given they are to proceed directly to their designated QD position and close all access towards downtown. Once these units are in position, the remaining units within the secure area can be made mobile units (regardless of service) to reinforce points where protesters are approaching.

The Checkpoints are:

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- QD 1 – Bronson and Laurier, east side of intersection
- QD 2 – Bronson and Gloucester, east side of intersection
- QD 3 - Bronson and Nepean - Barrier installed – no officer
- QD 4 – Bronson and Lisgar – east side of intersection
- QD 5 – Bronson and Cooper – Barrier installed – no officer
- QD 6 – Bronson and Somerset – east side of intersection
- QD 7 – Bronson and MacLaren – east side of intersection
- QD 8 – Bronson and Gilmour – Barrier installed – no officer
- QD 9 – Bronson and James – east side of intersection
- QD 10 – Bronson and Gladstone – East side of intersection
- QD 11 – Percy and Gladstone – south side of intersection
- QD 12 – Bay and Gladstone – south side of intersection
- QD 13 – Lyon and Gladstone – south of intersection
- QD 14 – Kent and Gladstone – south of intersection
- QD 15 – Bank and Gladstone – south of intersection
- QD 16 – O'Connor and Gladstone – south of intersection
- QD 17 – Metcalfe and Gladstone – south of intersection
- QD 18 – Elgin and Gladstone – south of intersection – 2 Units
- QD 19 – Cartier and Gladstone – south of intersection.
- QD 20 – Wellington at Portage Bridge – at barrier
- QD 21 – Laurier Ave W at Nicholas – west side of intersection
- QD 22 – MacKenzie King Bridge at Nicholas – west side of intersection
- QD 23 – Sussex at Murray – South Side of Intersection
- QD 24 – Mackenzie at Murray – South side of intersection
- QD 25 – St. Patrick at King Edward – all traffic directed east.
- QD 26 – Daly at Nicholas – west side of intersection.

City of Ottawa Traffic Services have, or will be, placing barriers in specific locations to facilitate the implementation of this plan prior to the weekend. This will include narrowing some roads and closing others – but these are identified on the map. Responding officers only need to concern themselves with going to their assigned checkpoint and halting all traffic into the downtown area.

OF NOTE: This plan is intended to be reactive but executed very quickly, but not held for any longer than is necessary to return to one of the existing traffic plans which allows for access to residents and businesses in the downtown core. The primary purpose is to prevent the core from being re-occupied, thereby allowing the city to maintain something of a state of normalcy and preventing further public order disruptions.

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Notes:

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